

NAVISTAR, INC.		
TMS (TRUCK MATERIAL SPECIFICATION)		NUMBER: TMS-9530
TITLE: Brake Proportioning System, Test Method	CURRENT REV. NO.: 1312	DATE: December 2013
WRITTEN/EDITED BY: Materials Engineering	APPROVED BY: Materials Engineering	SUPERSEDES: Rev B-1 - August 2001
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<i>This specification may involve hazardous materials, equipment, and procedures. This specification does not purport to address all of the safety issues associated with its use. The user is responsible to consult appropriate safety and health practices and to determine the applicability of regulatory limits prior to use.</i>		
Change Notice: Added Section 2.1 for CEMS B-50 requirements; added Section 9.0; editorial changes.		
Reference: File 04	Keywords: Brake Proportioning System	

1.0 APPLICATION

This specification describes the method to be used for testing the Brake Proportioning System used in certain Tractor applications as specified on the engineering drawing and/or assembly drawing.

2.0 SCOPE

This specification describes the general requirements for testing, including the procedure and required performance, as well as and Designation on Drawings.

2.1 Restricted Chemical Substances

Effective January 1, 2007, all product supplied to the requirements of this specification must comply with the requirements of the CEMS B-50 specification.

3.0 REFERENCE DOCUMENTS

NAVISTAR CEMS B-50

4.0 GENERAL REQUIREMENTS

4.1 Method Of Test

4.1.1 General

Performance of this test requires two persons, one person stationed in the driver's seat of the tractor, and one person stationed so as to observe the operation of the rear brake slack adjusters.

4.1.2 Procedure

4.1.2.1 Charge the air brake system to a minimum of 100 psi air pressure.

4.1.2.2 Release the tractor parking brake by pushing in on the yellow (diamond-shaped) control knob.

4.1.2.3 Deactivate the trailer brake control system by pulling out the red (octagonal-shaped) control knob.

4.1.2.4 Apply the brakes by partially depressing the brake pedal (treadle) and hold the pedal in this partially-depressed position.

4.1.2.5 The observer should note the movement (stroke) of the rear slack adjusters and the position of the yoke-pin in the slack adjuster.

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DECEMBER 2013

NUMBER: TMS-9530	TITLE: <i>Brake Proportioning System, Test Method</i>	REVISION: 1312
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4.1.2.6 With the brake pedal in the partially-depressed position, push the red (octagonal-shaped) trailer brake control knob in to activate the trailer brake control system.

4.1.2.7 The observer should note a further movement (increased stroke) of the rear slack adjusters and yoke-pin.

4.1.3 Required Performance

The rear slack adjusters and yoke-pins should move away from the chamber as a result of the partial brake application in Step #4 and then move further away from the chamber (longer stroke) after the trailer brake control is applied in Step #6. These two reactions confirm that the rear brakes operate at reduced pressure when the tractor is operating without a trailer ("bob-tail" condition) and operate at full pressure when the tractor is coupled to a trailer.

5.0 QUALITY (Not applicable to this test method)

6.0 SOURCE APPROVAL AND QUALITY CONTROL (Not Applicable)

7.0 SHIPPING, PACKING AND IDENTIFICATION (Not Applicable)

8.0 DESIGNATION ON DRAWINGS

Add note to drawings, as applicable: Test per TMS-9530

9.0 TECHNICAL INFORMATION

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DECEMBER 2013